

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).**

1. Name of Property

Historic name Huntley Bridge

Other names/site number Yellowstone River Bridge/24YL0656

2. Location

street & number Milepost 12 on Montana Highway 312 ☐ not for publication

city of town Huntley ☒ vicinity

State Montana code MT county Yellowstone code 111 zip code 59037

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national X statewide X local

Signature of certifying official _____ Date _____

Title _____ State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby, certify that this property is: Signature of the Keeper Date of Action

 entered in the National Register _____

 determined eligible for the National Register _____

 determined not eligible for the National Register _____

 removed from the National Register _____

 other (explain:) _____

Huntley Bridge
Name of Property

Yellowstone County, MT
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

| | |
|-------------------------------------|------------------|
| <input type="checkbox"/> | private |
| <input type="checkbox"/> | public - Local |
| <input checked="" type="checkbox"/> | public - State |
| <input type="checkbox"/> | public - Federal |
| <input type="checkbox"/> | private |

Category of Property

(Check only **one** box)

| | |
|-------------------------------------|-------------|
| <input type="checkbox"/> | building(s) |
| <input type="checkbox"/> | district |
| <input type="checkbox"/> | site |
| <input checked="" type="checkbox"/> | structure |
| <input type="checkbox"/> | building(s) |
| <input type="checkbox"/> | object |

Number of Resources within Property

(Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|--------------|-----------------|--------------|
| | | buildings |
| | | sites |
| 1 | | structures |
| | | Objects |
| | | buildings |
| 1 | 0 | Total |

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Montana's Historic Steel Stringer and Steel Girder
Bridges, 1901-1961

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular) =
Bridge

Current Functions

(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular) =
Bridge

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Steel Girder Bridge

Materials

(Enter categories from instructions)

foundation: CONCRETE

walls: _____

roof: _____

other: CONCRETE, METAL: Steel

Huntley Bridge

Name of Property

Yellowstone County, MT

County and State

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Huntley Bridge consists of one contributing structure, a steel girder bridge built in 1949. The bridge crosses the Yellowstone River on Montana Highway 312 (old US Highway 10) at the community of Huntley, Montana. The 6-span bridge is 1,022 feet long and 34 feet wide. It is one of the largest steel girder bridges built by the Montana Highway Department in the post-World War II years before the onset of the Interstate Highway era. The bridge retains all of the features associated with the type and there have been no significant alterations. The setting of the site is also largely intact.

Narrative Description

The Huntley Bridge crosses the Yellowstone River on Old US Highway 10 in south central Montana at the community of Huntley, twelve miles northeast of Billings in Yellowstone County. The bridge is located in the Yellowstone Valley and provides a connection between the river bottom and the bench lands between Huntley and Billings. The Pryor and Beartooth mountains dominate the landscape to the southeast and south of the structure. The rimrocks delineate the valley to the west. The area surrounding the bridge sat at the bottom of the Western Interior Seaway during the Cretaceous Era about 65 million years ago. The sandstone rimrocks are the remnants of a barrier island in the sea. The Yellowstone Valley was settled by non-Indians in the late 1870s after the conclusion of the Sioux War in 1877. The arrival of the Northern Pacific Railway caused the settlement of the valley to boom beginning in the 1880s. Billings was founded by the railroad in 1882 and the Huntley area settled about the same time. In 1907, the community became the administrative center of the United States Reclamation Service's Huntley Irrigation Project. This is the third bridge to be located at this site. The surrounding area is a mixture of small agricultural operations that are increasingly being encroached upon by residential development.¹

The Huntley Bridge is an six-span continuous steel girder structure with two reinforced concrete approach spans. The bridge displays an overall length of 1,022 feet and is 34 feet wide with a roadway width of 30 feet. There are two 185-foot and four 150-foot girder spans. Each approach span is 25 feet in length. The bridge ends rest on reinforced concrete abutments and the bridge spans rest on five concrete columnar-type piers with concrete web walls. The sidewalls are ornamental. The approach spans are tower-type spans with concrete back and sidewalls.

The steel superstructure of the bridge consists of six spans comprised of two cambered girders each. The cambers are located at the piers and are connected to cast steel rocker bearings bolted to the caps of the piers. The exterior sides of the girders are strengthened by vertical angle section stiffeners. Riveted plate girders support three lines of steel I-beam stringers; each floor beam is strengthened by angle section stiffeners. Angle section bottom lateral and sway braces provide additional support to the superstructure. The cast-in-place concrete deck overhangs the girders and is partially supported by concrete brackets. The deck is flanked by wide raised concrete curbs with drains surmounted by the original steel baluster-type guardrails. Concrete endposts with decorative recessed panels anchor the guardrails. The approach spans are supported by reinforced concrete girders. Raised curbs and baluster guardrails flank the concrete deck.

Integrity

The Huntley Bridge retains excellent integrity. No substantial modifications have occurred to the bridge since its construction in 1949. It retains all of its original structural components, including the steel baluster-type guardrails distinctive to Montana Highway Department-designed bridges during the late 1940s and 1950s. The Huntley Bridge retains all of its essential elements of design, workmanship, and details. It appears and functions as it did when constructed as an important crossing of the Yellowstone River.

¹ David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing, 1991), 187; Roberta Carkeek Cheney, *Names on the Face of Montana: The Story of Montana's Place Names*, (Missoula: Mountain Press Publishing, 1990), 142.

Huntley Bridge
Name of Property

Yellowstone County, MT
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Engineering

Transportation

Period of Significance

1949-1961

Significant Dates

1949

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Montana Highway Department

William P. Roscoe Company

Period of Significance (justification)

The Period of Significance encompasses the construction of the bridge in 1949 and its subsequent function as a component of US Highway 10 in Yellowstone County, Montana through the historic period.

Criteria Considerations (explanation, if necessary)

Huntley Bridge
Name of Property

Yellowstone County, MT
County and State

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Huntley Bridge is eligible for listing on the National Register of Historic Places under criteria A and C. The bridge is eligible under Criterion A because of its association with the post-World War II building programs of the Montana Highway Department. It is eligible under Criterion C as an intact example of the highway department's standard steel girder bridge built from circa 1945 to the early 1960s. The bridge retains all of its original components and features and is an excellent representative of the type.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

The Huntley Bridge can be listed on the National Register of Historic Places under Criterion A for its association with the post-World War II road and bridge-building programs of the Montana Highway Department and because of the bridge's association with one of the state's strategic defense highways. In the wake of the war, the Montana Highway Planning Committee identified serious problems with Montana's bridges and their ability to adequately serve the needs of motorists and the trucking industry. The committee determined most bridges built before World War II were too narrow, had clearance restrictions, or could not adequately serve the needs of the country's defense in time of military crisis. The Huntley Bridge is representative of the changes that occurred to the state's transportation in the wake of World War II. The bridge satisfied the needs of the state and the national defense highway system. For a few years, moreover, the Huntley Bridge was the longest bridge in the state measuring 1,022 feet until surpassed by the construction in 1951 of the O.S. Warden Bridge (24CA401) in Great Falls measuring 2,093 feet.

The bridge is also an excellent and monumental example of the type of steel girder bridge designed and built by the Montana Highway Department from 1946 until the early 1960s. Except for the steel guardrails, the bridge retains all structural components standard to steel girder bridges built during that period. Designed specifically for this site, the bridge was, for a short time, the longest in Montana. The bridge also represents the best of the highway department's steel girder designs adapted to unique site conditions in south central Montana. The bridge retains all of its original structural components, including the steel baluster-type guardrails. The setting of the site has not significantly changed since the structure's construction in 1949. It is an excellent example of the type and is eligible for the National Register under Criterion C.

Engineering Significance

The Huntley Bridge is representative of the type of steel girder bridge designed and built by the Montana Highway Department from 1945 until the early 1960s. The bridge is classified as a "fracture critical" structure denoting two girders support the deck of the bridge. This type of girder bridge was the standard type of girder structure designed and built by the Montana Highway Department after World War II until the early 1960s. When constructed in 1949, it was the longest bridge in the state at 1,022 feet. Steel girder bridges, like this one, assumed the role formerly occupied by steel truss structures for wide river crossings.

Developmental history/additional historic context information (if appropriate)

On 24 March 1949, the Montana State Highway Commission awarded a contract to the William P. Roscoe Company of Billings to construct a "1,022' steel and concrete bridge across the Yellowstone River on the Billings – Pompeys Pillar" section of US Highway 10 at Huntley. The company won the contract with its low bid of \$623,848. Ironically, Roscoe, while employed by the Security Bridge Company, built the previous incarnation of the Huntley Bridge in 1920. That bridge was a 5-span riveted Warren through truss structure located slightly upstream of the proposed new bridge.²

The bridge was bypassed by Interstate 94 in 1967.

William P. Roscoe Company

² The five 190-foot spans of the 1920 Huntley Bridge were acquired by Yellowstone and Carbon counties. They were utilized to serve as stream crossings on county roads in the area. Montana State Highway Commission Meeting Minutes, Book 10, 351, 352 (24 March 1949); *Second Biennial Report State Highway Commission of Montana*, (Helena: State Highway Commission, 1921), 12.

Huntley Bridge

Name of Property

Yellowstone County, MT

County and State

Few men impacted Montana's construction industry as much as William P. Roscoe. For thirty years, from 1926 to 1956, Roscoe built more bridges in Montana than any other contractor employed by the Montana Highway Department. Although he specialized in the construction of large steel bridges, Roscoe also built reinforced concrete and timber bridges all over the state. Bridges built by his company include the Missouri River Bridge near Wolf Creek, and Yellowstone River bridges at Reed Point, Forsyth, and Glendive.³

Born in Wadena, Minnesota in February, 1886, William P. Roscoe dropped out of school in 1902 and worked in South Dakota as a cowboy for several years. In 1905, he returned to Minnesota and went to work for William and Arthur Hewett's Security Bridge Company. Unlike Montana's bridge engineers, who learned their trade in colleges and universities, the state's most successful bridge contractors learned their craft in the field from other bridge-builders. Roscoe went to work for the Hewett's as a laborer. Within a few years, he worked his way up to foreman and, by October, 1915, was the company's vice president when the Hewett's moved Security's headquarters to Billings. Roscoe continued his association with the Security Bridge Company until 1925, when he formed the W. P. Roscoe Company in Billings. William and Arthur Hewett dissolved the Security Bridge Company in 1926.⁴

During his thirty year career, the Roscoe company built bridges throughout Montana and was one of the few contractors the highway department bridge engineers sought advice on construction problems. Bill Roscoe died in 1956. Soon after his death, Roscoe's family reorganized the company and formed Roscoe Steel and Culvert Company. Although the company no longer builds bridges, it still provides components for steel bridges in Montana and the United States.⁵

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Alt, David and Donald W. Hyndman. *Roadside Geology of Montana*. (Missoula: Mountain Press Publishing, 1991).

Axline, Jon. *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860-1956*. (Helena: Montana Historical Society, 2005).

Bridge Inspection Record No. L56788012+07001. Montana Department of Transportation. Helena, Montana.

Cheney, Roberta Carkeek. *Names on the Face of Montana: The Story of Montana's Place Names*. (Missoula: Mountain Press Publishing, 1990).

Montana State Highway Commission Meeting Minutes. Montana Department of Transportation. Helena, Montana.

Quivik, Fredric. *Historic Bridges of Montana*. (Washington DC: National Park Service, 1982).

Second Biennial Report State Highway Commission of Montana. (Helena: State Highway Commission, 1921).

Stout, Tom. *Montana: Its Story and Biography*. Three volumes (Chicago: American Historical Society, 1921).

³ Jon Axline, *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860-1956*, (Helena: Montana Historical Society, 2005), 113-114.

⁴ Tom Stout, *Montana: Its Story and Biography*, Volume 2 (Chicago: American Historical Society, 1921), 221-222; Fredric Quivik, *Historic Bridges of Montana*, (Washington DC: National Park Service, 1982), 43.

⁵ Interview with Jim Roscoe by author, April 2004; Quivik, *Historic Bridges*, 43.

Huntley Bridge

Name of Property

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Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67 has been requested)
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

☐ State Historic Preservation Office
☒ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository: Montana Department of Transportation

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 3,5
(do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

| | | | | | | | |
|---|-------------------------------------|--|---|---|-------------------------------------|--|---|
| 1 | <u>12</u> Zone | <u>707901</u> Easting | <u>5086851</u> Northing | 3 | <u> </u> Zone | <u> </u> Easting | <u> </u> Northing |
| 2 | <u> </u> Zone | <u> </u> Easting | <u> </u> Northing | 4 | <u> </u> Zone | <u> </u> Easting | <u> </u> Northing |

Verbal Boundary Description (describe the boundaries of the property)

The boundary for the Huntley Bridge measures 1,024 x 40 feet. The rectangle encompasses the bridge and its approaches on both sides of the Yellowstone River. The boundary is centered on the bridge.

Boundary Justification (explain why the boundaries were selected)

Boundaries for the Huntley Bridge are drawn to encompass the eight spans of the bridge, its immediate approaches and that portion of the Yellowstone River spanned by the bridge. The width is increased beyond the measurements of the structure to include the piers and abutments.

11. Form Prepared By

name/title Jon Axline/Historian
organization Montana Department of Transportation date June 11, 2009
street & number 2701 Prospect Avenue telephone (406) 444-6258
city or town Helena state MT zip code 59620-1001
e-mail jaxline@mt.gov

Huntley Bridge
Name of Property

Yellowstone County, MT
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:

City or Vicinity:

County:

State:

Photographer:

Date Photographed:

Description of Photograph(s) and number:

1 of ____.

(See Continuation Sheets)

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Montana Department of Transportation

street & number 2701 Prospect Avenue

telephone 406-444-6200

city or town Helena

state MT

zip code 59602-1001

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Huntley Bridge

Name of Property

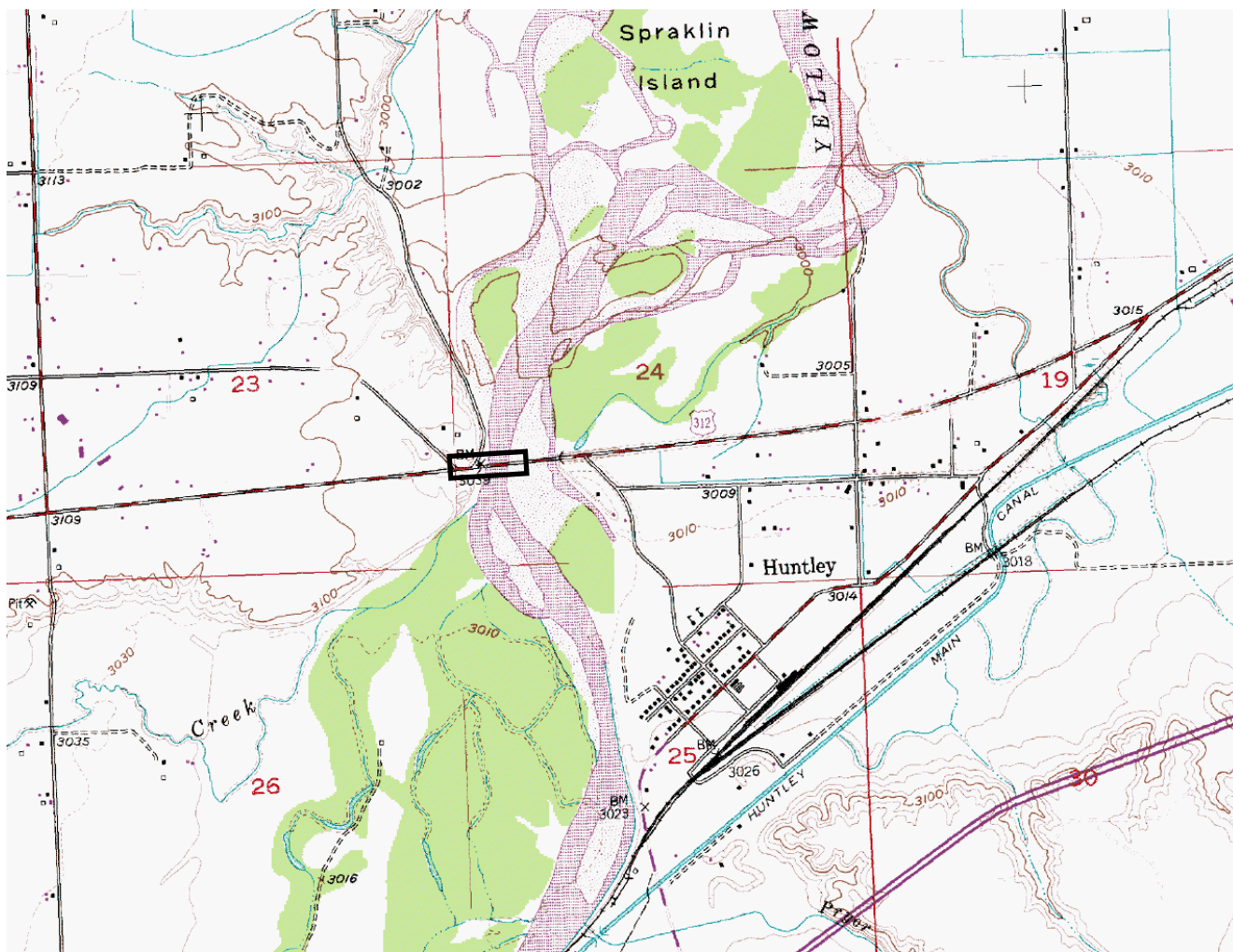
Yellowstone, MT

County and State

Montana's Historic Steel Stringer and Steel
Girder Bridges, 1901-1961

Name of multiple listing (if applicable)

Section number Maps Page 9



Huntley, Montana USGS Quadrangle map, 1956, photorevised 1969 and 1975

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Huntley Bridge

Name of Property

Yellowstone, MT

County and State

Montana's Historic Steel Stringer and Steel
Girder Bridges, 1901-1961

Name of multiple listing (if applicable)

Section number Photographs Page 10

Name: Huntley Bridge
County and State: Yellowstone County, Montana
Photographer: Kristi Hager
Date of Photograph: 2005
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: West side. View to the northeast
Photograph: 0001

Name: Huntley Bridge
County and State: Yellowstone County, Montana
Photographer: Kristi Hager
Date of Photograph: 2005
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: West side. View to the northeast
Photograph: 0002

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Huntley Bridge

Name of Property

Yellowstone, MT

County and State

Montana's Historic Steel Stringer and Steel
Girder Bridges, 1901-1961

Name of multiple listing (if applicable)

Section number Photographs

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Photo 0001. Huntley Bridge. West side. View to the northeast.



Photo 0002. Huntley Bridge. West profile. View to northeast